

ORDINANCE NO. 2017-026

AN ORDINANCE AMENDING THE SUBDIVISION ORDINANCE OF THE CITY OF CASTROVILLE, TO AMEND ARTICLE V ("STREETS") TO AMEND THE REQUIREMENTS FOR INTERSECTIONS AND CUL-DE-SACS TO SPECIFY THAT THE USE OF CONCRETE PAVING IS OPTIONAL; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Castroville is authorized to regulate the subdivision of land pursuant to Texas Local Government Code Chapter 212; and

WHEREAS, pursuant to such statutory authority the City Council has adopted Ordinance No. 2002-003 ("Subdivision Ordinance"), which is published by the City as Chapter 100 of the City's Code of Ordinances published by the Municode Corporation, and

WHEREAS, City Council deems it appropriate to amend Chapter 100, Article V ("Streets"), Section 100-113 ("Street Geometry Standards") and Section 100-114 ("Minimum Pavement Design Standards and Testing").

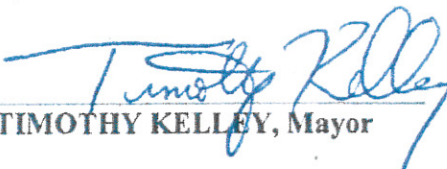
NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CASTROVILLE, TEXAS, THAT:

Section 1. The City of Castroville Subdivision Ordinance, adopted as Ordinance No. 2002-003, is hereby amended as follows. Chapter 100, Article V ("Streets"), Section 100-113 ("Street Geometry Standards") and Section 100-114 ("Minimum Pavement Design Standards and Testing"), are hereby amended by inclusion of the substantive language, as attached hereto as Exhibit "A", which is incorporated by reference herein for all purposes.


Section 2. Severability. Should any article, section, part, paragraph, sentence, phrase, clause, or word of this Ordinance, or any appendix thereof, for any reason be held illegal, inoperative, or invalid, or if any exception to or limitation upon any general provisions herein continue to be held unconstitutional or invalid or ineffective, the remainder shall, nevertheless, stand effective and valid as if it had been enacted and ordained without the portion held to be unconstitutional or invalid or ineffective.

Section 3. Effective Date. This Ordinance shall become effective upon passage by the City Council of the City of Castroville, Texas.

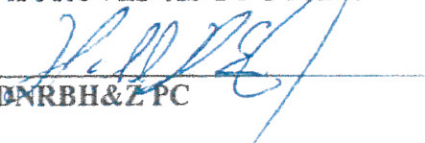
PASSED AND APPROVED this 22nd day of August, 2017.


TIMOTHY KELLEY, Mayor

ATTEST:


DEBRA HOWE, City Secretary

APPROVED AS TO FORM:


BNRBH&ZPC

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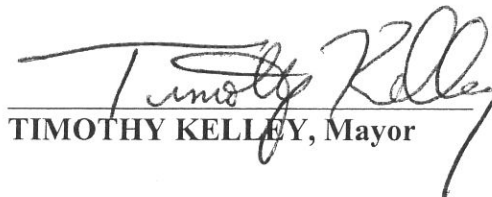
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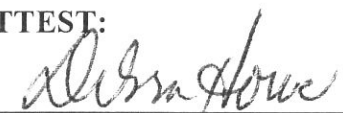
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TIMOTHY KELLEY, Mayor

ATTEST:


DEBRA HOWE, City Secretary

APPROVED AS TO FORM:

DNRBH&Z PC

Exhibit A

NOTE: Additions are indicated with underlined text and deletions are indicated with ~~strikethroughs~~.

Sec. 100-113. - Street geometry standards.

- (a) *General requirements.* The design of all streets in a subdivision shall conform to the standards of street geometry in the following table.

Table B. Street Geometry Standards				
Street Classification	Pavement Crown or Cross Slope	Minimum Grade	Maximum Grade	Centerline Minimum Horizontal Curve Radius
Arterial	6"	0.3%	6%	600'
Collector	5"	0.3%	8%	400'
Minor Street	4"	0.3%	10%	150'
Marginal Access	4"	0.3%	10%	100'
Residential Alley	0—7"	0.3%	10%	50'
Commercial Alley	0—7"	0.3%	10%	50'

- (b) *Curve radius exception in planned unit developments.* For single family residential streets within a planned unit development, the Planning and Zoning Commission may approve a minimum horizontal curve radius of 100 feet.
- (c) *Other exceptions to minimum radius requirement.* Exceptions to the minimum centerline horizontal radius requirement in this section (other than those authorized by subsection (b) above) may be granted only by the city council upon appeal from the planning and zoning commission at preliminary plat approval.
- (d) *Reverse curves.* Reverse curves shall be separated by a minimum tangent of 100 feet, except that the planning and zoning commission may waive this requirement for interior minor streets in a planned unit development where the commission finds that an exception is justified by the topography of the site and by the sight distance, right-of-way width, setbacks and other features of the PUD subdivision design.
- (e) *Vertical curvature.* A gradual transition from one roadway grade to another shall be accomplished by means of a vertical parallel curve connecting two intersecting tangents. The minimum length of vertical curve shall be computed from the following formula and table:

$L = \frac{KA}{A}$	Where:	$L =$ the length of vertical curve in feet
		$K =$ a constant related to sight distance and geometry of a parabolic curve (see Table C)
		$A =$ the algebraic difference in grades in percent.

Table C. Design Values for Constant "K," Vertical Curvature

Street Classification	"K" Crest Curves	"K" Sag Curves
Arterial	70	60
Collector	55	55
Minor Street	55	55

- (f) *Sight distance requirements.* The minimum sight distances in the following table shall be provided for safe stopping and intersection operations. Where streets are not level, or where other potentially hazardous conditions exist, these distances shall be increased as necessary in the judgment of the city.

Table D. Minimum Sight Distances

Street Classification	Minimum Intersection Sight Distance	Minimum Stopping Sight Distance
Arterial	400 feet	300 feet
Collector	300 feet	300 feet
Minor Street	300 feet	250 feet

- (g) *Intersection design.* All streets shall intersect at a 90-degree angle, or as close as possible to a 90-degree angle considering the topography of the site. Variations must be approved by the city. Each new street intersecting with or extending to meet an existing street shall be tied to the existing street on centerline unless the new street ends at a "T" in mid-block. All new street intersections and cul-de-sacs shall have concrete or asphalt paving. If concrete is used at an intersection, concrete paving shall apply to all areas within the tangent points of the roadway's edge radii. If concrete is used at a cul-de-sac, concrete paving shall apply to all areas beginning with the tangent points of the roadway's edge radii through the cul-de-sac.

Sec. 100-114. - Minimum pavement design standards and testing.

Except as provided in 100-115, the pavement of all streets and alleys shall meet the minimum specifications in the following table. In addition to the requirements of this table, a geotechnical report following the same requirements as provided in Section 100-115(a) shall be submitted prior to final plat submittal to support the street specifications proposed by the subdivider for the subdivision.

Table E. Minimum Pavement Design Standards

Street Classification	Type D Asphalt Surface Course (lbs./sq. yard)	Flex Base 95% Compacted Density (inches)	Subgrade % Compacted Density	Concrete Density ¹
Arterial	190	10	95	
Collector	190	10	95	
Minor Street	165	8	95	
Marginal Access	165	8	95	
Residential Alley	165	8	95	
Commercial Alley	165	8	95	
Intersections & Cul-de-Sacs	<u>165 (190 if Arterial or Collector)</u>	10	95	7"

¹ TxDOT Item 360: 3500 PSI @ 28 days with #4's @ 12" O.C. Each Way. Max Slump = 5".

Laboratory testing shall meet the following requirements and shall be performed by a recognized testing laboratory during construction.

Subgrade Preparation, Embankment and Backfill	
Moisture-Density Relationship (Proctor Curve)	1 unless material changes
In-Place Moisture Content Test under flexible base	1 per 200 feet of street
In-Place Moisture Content Test under curb	1 per 200 feet of curb
In-Place Density Test under flexible base	1 per 200 feet of street
In-Place Density Test under curb	1 per 200 feet of curb

Exhibit A

Flexible Base Course	
Moisture-Density Relationship (Proctor Curve)	1 per 5,000 CY of material
Eades and Grim pH Test	1 per Soil Classification
Atterberg Limits and Gradation	1 per 5,000 CY of material
In-Place Moisture Content Test under pavement	1 per 200 feet of street
In-Place Moisture Content Test under curb	1 per 200 feet of curb
In-Place Density Test under pavement	1 per 200 feet of street
In-Place Density Test under curb	1 per 200 feet of curb
Hot Mix - Hot Laid Asphaltic Concrete Pavement	
Surface Course Design	1
Extractions	2 per day run, or a minimum of 1 per 500 tons
In-Place Density Test	1 per 600 feet of street